



South Coast Air Quality Management District

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Office of the Executive Officer
909-396-2100

June 30, 2004

Catherine Witherspoon
Executive Officer
California Air Resources Board
1001 I Street, PO Box 2815
Sacramento, California 95812

Dear Ms. Witherspoon:

Thank you for your letter dated May 20, 2004, inviting the District to join CARB in developing a statewide regulation for reducing emissions from cargo handling equipment at ports and other intermodal facilities.

As you know, District staff is currently developing Proposed Rule 1198 – Intermodal Equipment, which is aimed at reducing emissions from yard tractors at the ports of Los Angeles and Long Beach. Development and implementation of Proposed Rule 1198 would fulfill District commitments under the 2003 AQMP as well as the Enhancements to the District’s Environmental Justice Program originally approved by our Governing Board in September 2002. Specifically, the Board Resolution to the 2003 AQMP directs District staff to conduct a feasibility study on developing control strategies for yard tractors operated at ports and other facilities in order to expedite the implementation of long-term measures. Also, under the Enhancements to the District’s Environmental Justice Program, a “White Paper on the Potential Control Strategies to Address Cumulative Impacts from Air Pollution” was approved by our Governing Board in 2004 which calls for the adoption of a rule for reducing emissions from yard tractors at ports, rail yards, and distribution centers in the 2004-2005 timeframe.

As indicated in your letter, CARB is also in the process of developing a statewide regulation to reduce diesel particulate matter emissions (PM10) from cargo handling equipment, in accordance with CARB’s Diesel Risk Reduction Plan. However, cargo handling equipment also contribute to a significant amount of NOx emissions in addition to PM10 emissions. According to the Ports recent emissions inventory studies, cargo handling equipment account for 11 tons per day of NOx and 0.7 tons per day of PM10 for both ports combined. Therefore, we recommend that the proposed statewide regulation for cargo handling equipment be expanded to address NOx emissions as well, as

envisioned under District Proposed Rule 1198. By reducing both NOx and PM10 emissions from cargo handling equipment, CARB would also fulfill its commitment for Control Measure OFF-RD CI-1 of CARB's 2003 State and Federal Strategy for the California SIP. For this measure, CARB has committed between 8 to 10 tons per day of NOx and between 1.6 to 5.4 tons per day of PM10 reductions in the Basin from existing off-road diesel equipment.

We appreciate your offer again and recommend that a joint rulemaking effort be initiated between CARB, South Coast AQMD, as well as Bay Area AQMD for developing a statewide regulation for cargo handling equipment. We recommend the inclusion of the Bay Area AQMD because of their existing ports and intermodal facilities.

Each participating air agency would have primary responsibility for specific tasks and assist in QA/QC of the effort as a whole. Such a "team" effort will expedite the rulemaking process for this important source category and ensure that each agency is fulfilling its commitments for emission reductions and environmental justice.

We also believe it is in the best interests of all the affected sources that we work together on developing the statewide regulation that affects all intermodal facilities, rather than have duplicative rules developed by each agency separately. We agree that this approach provides a level playing field for California businesses and supports our common goal of reducing both criteria and toxic emissions from existing off-road sources.

We look forward to working with CARB in developing the statewide rule on cargo handling equipment. If you have any questions or need clarification, please contact Elaine Chang, Deputy Executive Officer, at (909) 396-3186.

Sincerely,



Barry R. Wallerstein, D.Env.
Executive Officer, SCAQMD